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with this latter place. These steamers have touched at ports where there is no quarantine station. One can readily see the danger which might arise from these vessels under these circumstances. In view of the fact that nearly, if not all, the Japanese immigrants leaving this country are destined primarily for the Hawaiian Islands, it emphasizes the necessity for a close sanitary supervision over this class of persons. This can, of course, be done better by an inspection at Yokohama rather than to allow it to be performed at a port of arrival.

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YOKOHAMA, JAPAN, *November 15, 1901.*

I just arrived at this port from Hongkong en route to the United States. While in Kobe I learned that Acting Assistant Surgeon Eldridge had become seriously ill about two months before, and was now not expected to live. I immediately called at his house and found that the reports were only too true. Dr. Eldridge was moribund. He died on the following day. I can now understand why such reports as above referred to were not sent. I immediately called upon the consul and we had a discussion about the future inspection at Yokohama.

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Respectfully,

J. J. KINYOUN,  
*Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

#### REPORT OF INSPECTION OF KOBE.

HONGKONG, CHINA, *September 21, 1901.*

SIR: I have the honor to report that as soon as I completed the inspection of Yokohama I proceeded to Kobe by rail, arriving there on August 18. On the following day I called upon and paid my respects to the consul, Mr. Lyons, and to the acting assistant surgeon, Dr. Fowler, acquainting them with the object of my visit.

Kobe and Hiogo comprise a city of about 235,000 inhabitants, the 2 cities being separated by a small stream. For all practicable purposes, however, they are 1 city and lately have been merged into 1 municipal government. This is perhaps the largest seaport of Japan and is the oldest. It is located about 385 miles south of Yokohama near the entrance to the inland sea. It has a commodious harbor and a large commerce. Dr. J. Beckwith Fowler was appointed acting assistant surgeon during the time when plague made its appearance here and is continuing to act as such. Dr. Fowler makes an inspection of all vessels bound for the United States or the Philippine Islands. The method of inspection and issuing of bills of health is much the same as that at Yokohama, the consul, Mr. Lyons, having relegated all the work pertaining to the sanitary inspection of vessels, their personnel; of emigrants, and furnishing information regarding said cities and surrounding country, entirely to Dr. Fowler. I found Dr. Fowler a very genial gentleman and from what I could learn from him and others he appears to possess all the qualifications for performing the duty of a sanitary inspector at this port. Dr. Fowler is perhaps the only available man whose services could be procured for this work. His long experience with the personnel of vessels makes him extremely valuable. The only objection which could be urged against him is that he is an English subject. With regard to emigration from this port, I have to say that only 526 Japanese steerage passengers

have embarked from Kobe to the United States during the past five years. All those intending to take passage on a steamer bound for the United States are required to present themselves at the office of Dr. Fowler on the day previous to the vessel's sailing. At this examination the usual emigration card is issued which entitles the holder to purchase a ticket. On this day all the baggage of the intending emigrants is taken to the disinfecting station and there subjected to a thorough steam disinfection. While this is in progress they are given a tub bath, the bathing facilities being somewhat superior to those of Yokohama. As soon as their baggage is disinfected, it is immediately packed by the owner, labeled, and placed directly on shipboard. The disinfecting plant now used for this purpose is one which was erected for disinfecting rags destined for the United States. It is most efficient in operation and I can attest that all the baggage disinfected by Dr. Fowler is done strictly in accordance with his regulations. Just about an hour before the vessel is to sail, Dr. Fowler goes on board and makes a careful examination of all the passengers and crew. The Chinese passengers and members of the crew coming from Hongkong are given a physical examination. Dr. Fowler informs me that it was his custom to so examine the Japanese steerage passengers embarking from Kobe while plague was present there, but since its disappearance this examination has not been carried out.

The necessity for maintaining an officer at this port is the same as that recommended for continuing the inspector at Yokohama. While the work performed by Dr. Fowler at the present time is not onerous, it is believed necessary in view of the fact of the large commerce of this port and its intimate relations with places where plague prevails.

The harbor at Kobe is somewhat larger than that at Yokohama, but is not sufficient for the ever increasing shipping. There is one large iron wharf at which the vessels of the Nippon Yusen Kaisha lie, as well as quite a number of the smaller coasting vessels. This wharf is of the same character and construction as that in Yokohama. No precautions are taken, so far as I could observe, to prevent rats leaving a vessel and coming ashore by means of this wharf. It may be recalled that plague made its appearance in Kobe in the fall of 1899 and continued for a space of seventy days. The origin of the epidemic appears to have been intimately connected with the lighters and junks which lie along the shore close to that part of the city occupied almost exclusively by the poorer classes of Japanese; subsequently a second focus was discovered in and around the freight yards, where large quantities of cotton and grain were handled. I had several conferences with the sanitary authorities there, and all were of the opinion that the infection of Kobe was due entirely to rats. The epidemic subsided in January, 1900, but since that time an active crusade has been kept up against rats, with the result of not only keeping the pest infection among rats in abeyance, but, it is believed now, entirely eliminating it. The sanitary authorities of Kobe and Osaka deserve the highest praise for the manner in which they have managed the epidemics of plague in these two cities. There is an excellent quarantine station at Kobe, located about  $3\frac{1}{2}$  miles to the south of the city. It is on a narrow sand spit and can be approached only by vessels of extremely shallow draught. It is more commodious than the station at Yokohama and of more recent construction, having been planned with considerably more forethought. It meets the demands quite well for the care and treatment of plague, cholera, and smallpox. A quarantine inspection service is also maintained, which is in all respects similar to the one in Yokohama. A vessel is anchored about

3½ miles from the harbor, which is used as a boarding station. Here all vessels are required to stop for the usual quarantine inspection. They are somewhat more lax in their inspection at this port than at Yokohama; the explanation given for this is the fact of its distance from Tokyo. It is, however, a very good service, and all things considered it is fairly efficient. There are no facilities for disinfecting vessels; the same objections can be urged against Kobe as have already been stated for Yokohama. I called upon the sanitary authorities of both the city and the quarantine station, and found them more than willing to impart to me the results of their observations regarding the management of plague and also that of quarantine restrictions against vessels. Japanese vessels are given preference over the foreign ones; the reason urged for this is that they are subsidized by the Imperial Government or that they carry the mails, consequently it was to their interest to do all that was possible, and, consistent with safety, to promote the merchant marine.

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In many respects Kobe is more important than Yokohama, as all vessels from the United States touch at Kobe as well as those of the German, French, English, and Japanese lines. Moreover this seems to be the center of the coasting trade, as nearly all the small coasting vessels, particularly those plying between the northern ports of China and Japan, terminate their voyage at Kobe. The chances of infecting this place with either plague or cholera are, in my opinion, greater than those at Yokohama. It is, therefore, necessary to maintain a strict surveillance over the sanitary condition of this place.

With regard to certain classes of food products which have been debarred, coming under the ban of quarantine regulations, I have made careful inquiry into this matter and find that the greater proportion of these are shipped from Kobe. These consist of dried vegetable and animal products together with certain prepared sauces. These articles are esteemed as essential to life by the majority of the Japanese coolies. Large quantities are shipped from this port to the Hawaiian Islands. At the present time there are no reasons for debarring their shipment and even in the times of epidemic diseases I seriously question whether or not these articles would be the agent for its dissemination. I speak now with particular reference to plague. It would perhaps be safer if such products were incased in boxes with tin linings; this would prevent their breaking in the holds of vessels which mayhap be infected by rats. There is no rice shipped from Japan; in fact, the country only raises about two-thirds the quantity of rice required by the population. Large quantities, however, are shipped from Saigon and Corea. A considerable quantity of rice is transhipped to the United States from vessels arriving from India and southern China.

So far there have been but few attempts to transship Chinese food products from Kobe, and these have been apprehended and refused shipment; consequently they have been either returned or consumed by the Chinese residents of Kobe, of which there are over 1,200.

Respectfully,

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*Surgeon, U. S. M. H. S.*

The SURGEON-GENERAL,  
*U. S. Marine-Hospital Service.*

## REPORT OF INSPECTION OF NAGASAKI.

NAGASAKI, JAPAN, *November 12, 1901.*

SIR: On completion of my inspection at Kobe, I made inquiries regarding Nagasaki, and found the only way in which I could inspect this latter place was to proceed by boat and remain there for a week, until another vessel arrived en route to Hongkong. I concluded that in order to save time I would proceed to China, make such inspection as was possible during the time the vessel remained, and complete the inspection on my return. Accordingly I left this matter until my arrival on November 12.

There is very little to be said about Nagasaki save that it is a small, beautiful harbor, too small in fact for the amount of shipping which arrives and departs therefrom. It is the great coaling port of Japan. Here nearly all the vessels engaged in trade between the United States, Japan, and China call for coal. In addition thereto the United States army transport service calls at this port for coal en route from Manila to the United States. Nagasaki has also been made the base of supplies for the vessels of the transport service engaged in transporting supplies to northern China. Quite a number of lines, practically small coasting vessels, touch at this port en route to the northern ports of China and those of Siberia.

The sanitary condition of the place is fair. It does not compare, however, to that of Kobe or Yokohama. The climate is almost tropical. A quarantine station is established here, which is somewhat similar to that of Kobe, yet sufficiently large to care for the personnel of a good sized vessel. It is the same in design and equipment as those of Yokohama and Kobe. Communication between the vessels and the quarantine station is made by launches. The quarantine and boarding station is here combined, the inspectors living at the station. The quarantine maintained for this place, in my opinion, is not so rigid as those of the northern ports. Particularly is this so with regard to the vessels of the United States army transport service; other vessels are subjected to a more rigid inspection. All vessels arriving in Japan from China or Manila are given a quarantine inspection at every port at which they touch. Thus all vessels arriving at Nagasaki, touching at Kobe and Yokohama, are given an inspection at each of the above-named places. The reason for such inspection is due to the belief that the incubation of plague might be longer than the time required to travel from Hongkong to any of the Japanese ports, consequently they believe it safe to subject all vessels to this examination in order to make sure that no case of plague may escape them. The wisdom of these inspections has been borne out by past experiences. Vessels have arrived in Nagasaki with all persons on board apparently well and on arriving at Kobe and Yokohama cases of plague have been discovered. The quarantine stations of Japan might be likened unto a sieve with meshes fine or coarse, as the case may be. These quarantine stations have been of great service to the United States, particularly the enforcement of secondary examinations. They have detected quite a number of cases of plague which would have escaped their notice had not these excellent examinations been enforced.

The methods of disinfection at Nagasaki are more designed for the personal effects of passengers than of vessels. There are no facilities, in fact, for the disinfection of a vessel. All that is done is performed by mechanical cleansing and washing the surfaces of the apartments and